

No. 14,548.

Next Effort to Be Made Monday-

SANDY HOOK, N. J., October 14.-The

yacht race was declared off for today at

NEW YORK, October 14.-At sunrise the

sky was overcast, a light haze rested over

the upper bay and a gentle breeze was

blowing from the eastward, with a ten-

dency to work southward. On the whole,

the prospects for a race between the Co-

lumbia and the Shamrock for the America's

cup were brighter than at any time during

The fact that the past six race days re-

sulted in "no race" or postponements has

had a decidedly discouraging effect on the

vachting public, and it will require a de-

reawaken the interest in the present con-

test for the coveted America's cup.

cisive race under favorable conditions to

The Associated Press observer at Galilee,

N. J., reported at 7 a.m. that the wind was

from the eastward there, velocity only

about one mile, with sea smooth and ob-

servation eight miles. Long Branch, at the same time, telegraphed that the wind there

was also easterly and light, with a haze on the water, allowing observation only within a six-mile radius.

Asbury Park reported at 7 a.m. that the

servation about eight miles toward the north and east, with the southeastern hori-

Wind Light at the Hook.

scarcely sufficient wind to blow away

the last traces of mist which had en-

crews of the challenger and defender

could be seen at work, washing down

decks, looking over the running and stand-

ing rigging and performing other necessary

The Columbia had her two headsails up n stops at 8 a.m., and the same salls were

At 8 a.m. the Highlands of Navesink re-ported the wind about four miles an hour off shore and apparently increasing in

At 8:20 the southeast breeze still kept up its four-knot galt, but did not seem to be

Both boats arrived at the lightship at about 10 o'clock, the Shamrock in the lead. With the racers was a committee boat, and

sehind them, about four or five miles astern,

Prospect for a Race.

The presence of these two latter boats at

the starting point seemed to indicate that

there would be no delay in getting the

At 10:07 there was not enough of air stir-

At 10:20 Sir Thomas Lipton came down to

the start on his yacht Erin, and fifteen

minutes later Commodore Morgan came

down on the Corsair. The sun had come

out hot and billiant by 10:45, and the

breeze, instead of freshening with the disappearance of the fog, began to dwindle,

until at 10:50 there was not enough to keep

the vachts' sails filled out. The Shamrock

time as if the race would have to go over urtil Monday. Twelve o'clock came without any im-

provement in conditions, although the shore stations sent word that a breeze was blow-

stations sent word that a break along the

At 12:04 o'clock Commodore J.

pont Morgan went aboard the judge's boat in his launch. He said to the judges: "You

The signal indicating that the next race would be on Monday was next run up. Then the Shamrock took her towboat, the

excursion fleet started in a race up the bay, the torpedo boats rushed by with a parting whistle, the press fleet turned

arrive at a conclusion between the inter

national representatives was over without

TAMESESE DECLARED KING.

Action of Samoan Natives in Defi-

ance of Agreement.

to the Tribune from Berlin says:

CHICAGO, October 14.-A special cable

News comes from Apla that the natives

have proclaimed Tamesese as king, despite

the recent agreement of the United States,

Germany and Great Britain to abolish the

The Cologne Gazette's Apia correspond-

ent sends a long indictment of the con-

sular government. He says the natives do

not conceal their disrespect for the repre-

sentatives of the treaty powers, relating

a singular incident as an illustration.

Tamesese invited the officials and the lead-

ing white citizens of Apia to a wedding feast. All went except the Germans. The

American consul, Osborne, made a speech thus giving the affair official recognition.

Thereupon Tamesese's followers danced and sang impromptu verses proclaiming Tamesese as king, and announcing the de-

struction of the opposing natives if they

esisted his authority. When the letter was mailed, September 8

lowers were gathered at Apia preparing to swear allegiance before the eyes of the

foreign consuls by presenting gifts and at-testing homage. The letter says a New

testing homage. The letter says a New Zealand lawyer named Gurr is managing

Passengers on the St. Paul.

NEW YORK, October 14 .- Among the

passengers who arrived today on board

the steamer St. Paul from Southampton

were United States Senator Henry Cabot

Lodge of Massachusetts, Representative

George B. McClellan of New York, F. Hop-kinson Smith of New York, Lieutenant D.

Vassillieff and H. Ladenoff of the Russian

traordinary and minister plenipotentiary

Minister Hardy Reaches Athens.

United States minister, has arrived here

ATHENS, October 14.-Arthur Hardy,

Crew for Russian Cruiser Vargink.

NEW YORK, October 14 .- On board the

steamer St. Paul, which arrived this morn-

ing from Southampton, were Lieutenant D

Vassillieff of the Russian imperial navy.

and fifty-three seamen for the new Rus-sian cruiser Vargiak, now being construct-

The Resolute Sails for Porto Rico.

that the Resolute had sailed from New

supplies for the Porto Ricans.

York for San Juan with 400 tons of relief

The War Department was notified today

ed at the Cramp ship yard, Philadelphia.

Count G. de Lichtervelde, envoy

the affair.

of Belgium.

hundreds of Tamesese's and Tanu's fo

meward, and the seventh attempt to

had better let the boats get back.

break a flag from its support.

hoisted on the Shamrock.

strength.

steamed the Erin

yachts off.

12:09 p.m. Next race on Monday.

WASHINGTON, D. C., SATURDAY, OCTOBER 14, 1899-TWENTY-FOUR PAGES.

England.

TWO CENTS.

DEWEY IN BOSTON

Big Reception to the Naval Hero at

PRESENTED WITH FINE WATCH

Hears 25,000 Children in Musical Recital on the Common.

CITY A BLAZE OF COLOR

ROSTON, Mass. October 14.-The residents of Boston and vicinity, augmented by thousands of visitors from other sec tions of the commonwealth and from adjacent states, today did honor to Admiral Dewey. The hearty greeting with which the admiral was received when he arrived last night, direct from his native state, sel dom if ever has been equaled here; but the preliminary welcome was completely overhadowed today in that given by the multitude whenever the famous Vermonter appeared in public, and particularly as he rode through the city in the front ranks of the brilliant naval and military pageant, which was the chief event of the day.

The demonstration really was one in which all the states, from eastern Canada to Long Island sound, united to acknowledge the honors due the great naval leader and his men for their triumph in the bay of Manila, Some of the New England States sent their governors and some a number of their other prominent men. From all parts came a large delegation.

Weather Was Disappointing.

Disappointing weather conditions prevailed early in the day. A thick fog, that frequently became mist, prevailed. Later, however, the heavy sky began to brighten, and then the sun broke through the haze. Boston today was decorated as the city seldom has been. The route of the parade pre-

sented a mass of color, extending on many buildings from street to coof. Pictures of Admiral Dewey seemed to be everywhere, and there were few private residences throughout the city from the island wards to Germantown that did not throw colors to the breeze. The streets. avenues and squares through which the parade passed were dressed mainly under the direction of an architectural committee, and a systematic plan had been fol-lowed in the arrangement of colors, which resulted in most picturesque and harmon-

The first part of today's program was devoted to a musical recital by the school children of the city to the number of about 25,000, on the common at 10 o'clock. The 25,000, on the common at 10 o'clock. The admiral and party were escorted with diffi-culty from his headquarters at the Hotel

Touraine through the immense crowds. Conducted to Reviewing Stand.

From the common, the admiral and party were conducted to a large reviewing stand in front of the city hall building, where just before 11 o'clock, Mayor Quincy, in the presence of city officials and guests and thousands of spectators, presented him, on behalf of the city of Boston, with a magnificent jewel-studded watch.

his ended the part of the program lotted to the city government, with the ex-ception of the later entertainment provided the officers and men of the Olympia The admiral was driven to the Back where the parade was in process of forma-tion, and the commonwealth of Massachusetts assumed the direction of affairs.

SILVER DEAD IN OREGON. Gov. Gear Says That His State is for

Expansion. Governor Gear of Oregon is in Washing-

ton, having come on here from Chicago to spend a few days in the east before going back to the Pacific coast. In talking with a representative of The Star today, Governor Gear said:

"There have never been more prosperous conditions in Oregon than now. There are no complaints of hard times and no idle men are to be found anywhere. In fact, it has been hard to procure labor to meet the demand. Good prices are being obtained for the products of the state, and we are all much encouraged over the outlook for the opening of new markets in the far east. The people of my state are over-whelmingly for expansion. We have no imperialists, because there are no imperial ists anywhere that I know of. Not only do the people favor the present program of administration, but they want to se the Philippine Islands retained and be-come possessions of the United States. come possessions of the United States. I think that the question of expansion is already settled. It was settled when we took possession of those islands, and there is no way of the United States leaving them. It is just as much the moral duty ry to suppress the insurrection Philippines as it would be to suppress an insurrection in any state or terri-

"Silver is absolutely dead as an issue in "Silver is absolutely dead as an issue in Oregon. The most pronounced silverlies never say a word about it, and the average voter considers it as past recalling. The fact is that the people are satisfied with existing conditions, and will not be led away by old or new and false issues. The question of silver was permanently settled by Oregon in June of last year, when the state went republican by 10,000 votes. In 1896 the majority for the republican party was only 2,000." lican party was only 2,000.

WHITE HOUSE FURNISHING.

Work Being Done During the Absence of President and Mrs. McKinley Secretary John Addison Porter, who did not accompany President McKinley on his western tour, today received a telegram from Assistant Secretary Cortelyou, saying that the weather is fine, and that the trip is enjoyed to the utmost by all the members of the party. Mr. Cortelyou says that the President is in good health, and that Mrs. McKinley is standing the journey

While President and Mrs. McKinley are away a great deal of work will be done to the interior of the White House. Carpets have been put down all over the building, curtains have been hung, and nearly every-thing overhauled for the winter. The furniture of the east room was recently re-paired. The old gold color was retained. The same carpet which has been used for several years was again put down. carpet was put down in the winter of 1896-67 by Mrs. Cleveland, and was new when Mrs. McKinley came in. A new carpet would have been bought this year, but Col. Bingham, superintendent of public buildings and grounds, found that his expense account would not permit, owing to the costly repairs to the bine room and to other portions of the building.

Col. Carbaugh Reports.

Lieut. Col. Henry C. Carbaugh, judge advocate, U. S. V., recently on the staff of Major Gen. James F. Wilson, commanding the department of Matanzas and Santa Clara, has reported at the War Department for duty in the office of the judge advocate general of the army. He succeeds to the duties performed by Major Morrison, formerly principal assistant to Gen. Lieber, vocate general of the army. He who was recently ordered to Manila for duty on the staff of Gen. Otis, commanding

SEVENTH FLUKE TODAY ROBBERS GET \$25,000 WANT ALL THEIR TERRITORY STEAMER IN FLAMES TO JOIN WATSON'S FLEET

Another Failure to Have Yacht Race at Daring Hold-Up of Train on Chicago and Northwestern.

SAFE BLOWN OPEN WITH DYNAMITE

The Bandits Succeeded in Making

Their Escape.

THOUGHT TO BE IN CHICAGO

CHICAGO, October 14.-Masked robbers held up train No. 9 of the Northwestern railroad shortly before midnight, between Maple Park and DeKalb, shot at Dan White, the engineer, ran away with the encar they disappeared. It is estimated that

the robbers secured \$25,000 in cash alone. Train No. 9 forms part of the fast transcontinental mail which was recently established between New York city and San Francisco.

The run is made from Chicago to Council Bluffs on a schedule exceeding a mile a minute. It has been the general custom to carry only two cars, one containing express matter and the other mail.

Train No. 9 left the Northwestern deforements of commerce hele

pot at 10 o'clock with Dan White, a vet-eran employe of the road, as engineer. No stops were scheduled before DeKalb, at wind there was very light from the east, tending southward, with sea calm and ob-Chicago, it was discovered that tower "W" at Elburn was either out of order or was not giving the right signal. Dan White Off Sandy Hook at 6:30 a.m. there was closed the throttle quickly and brought the train to a standstill. The train was midway between Elburn and Maple Park, White had hardly brought his engine to a standstill when two masked men jumped on the steps and pointed guns at him and the fireman. circled the yachts during the night. The

"Throw up your hands," they shouted

Fight for the Engine. railroad men did so. Two robbers detached the engine from the rest of the train, and White was told to take his en-gine two miles up the track. There he at tempted to make a fight and recapture his engine. He struggled manfully, but final-ly one of the robbers shot at him, but fail-ed to hit him.

In the meantime four other men had at tacked the conductor and the brakeman. Numerous shots were fired to intimidate able to get beyond that point.

The most cheerful weather advice of the morning came from the Associated Press them. The conductor was unable to make any resistance, as he was told he would be killed. One of the brakemen managed station at Far Rockaway at 8:40 a.m., where the observer said the prospects for a race were very encouraging. A fresh breeze from the south southeast, about five miles an hour, was then blowing and increasing rapidly in strength. to escape in the darkness and raced to El-burn, where he managed to send the alarm to the train dispatchers in Chicago. The robbers, after overpowering the conductor,

ronbers, after overpowering the conductor, ordered the express messenger, Frank Hobson, to admit them to the car.

"You open that car," one of the robbers shouted, "or we'll blow it up."

Back from the car came a shout:

"You try to force it open and I'll shoot the first man who shows his head."

A volley of shots was the reply, and af-er several shots had whizzed past his head the express messenger opened the door. They put revolvers to his head and compelled him to give up the keys to the local safe. They then blew open the door of the through safe with dynamite, the explosion was the same than the same than the same that the same than the same tha plosion wrecking the car. The robbers then grabbed all the money

and express packages they could find an fled. Loss Estimated at \$25,000.

Although it is impossible to give with accuracy the amount, it is estimated by the officers of the American Express Company in Chicago that there was \$25,000 in the yachts' sails filled out. The Shamrock rode with the tide, while the Columbia went slowly along under tow, rounding the stakeboats. At 11 o'clock there was not enough breeze for the yachts to make a pretense of crossing the line.

At 11:06 the judges' boat had not raised a signal of any kind, and it seemed at that time as if the race would have to go over cash in the safe. The amount of jewelry etc., Mr. Antisdel, the general manager of the American Express Company, said he could not guess at. The news of the hold-up was received in Chicago before 12 o'clock. Word was sent at once to the superintendent and a special train was or dered made up. Messengers were dispatch-ed for Detective Reilly, chief of the special police of the Northwestern system. When the train dispatcher was notified he gave orders to freight train No. 118, bound east

to stop at Geneva and return at once to the scene of the hold-up.

The trainmen of No. 118 noticed No. 8 The trainmen of No. 118 noticed No. 9 standing on the track with a detached engine as they went by, but had thought nothing of it. When the freight crew reached tower "W" they found the operator bound, gagged and tied to a chair. When released he gave the first real information to the officials.

mation to the officials. He said that at 10:30 o'clock four men had come into the tower and asked him the number of the next train going west They wanted to know if it was not No. 9 but the operator says he told them it was No. 110. The robbers then told the operator he was a fool; that they knew better. To show the operator they had laid their plans thoroughly and knew what they were talking about they pointed guns at his head and told him if he made a move they would kill him. They tied him up with ropes, stuffed a towel into his mouth, and told him if he was a "good fellow" he

would escape without being hurt. Set Signals for No. 9.

They then set the signals which caused No. 9 to slow up. The chief train dispatcher made repeated efforts to reach the Maple Park operator when no report was made to him for fifteen minutes of the passing of No. 9. It was first thought at the Northwestern offices No. 9 had been wrecked, and orders were sent up and down the line to watch out and report an acci-dent if any had occurred.

The police at detective headquarters in Chicago were notified of the hold-up at midnight. Detectives were sent at once to the outlying stations of the Northwestern in the hope of getting some trace the robbers. Lieut. Williams said there was little question that the robbers were Chicago crooks, as all the old-time train robbers have been captured, and it was thought that the practice had been pretty well broken up. A message was sent to all the police stations of Chicago to look for the robbers. The stopping of the mail train brings the United States authorities directly into the case, as well as the ex press company, and special police service of the railroad company. If the robbers make their escape it will be by hiding in Chicago. Every effort is being made to prevent them from getting into the city. If they are compelled to stay out in the

country over night their chance of eluding the officials will be slight.

Pursuit of the Robbers. When the special train bearing General Superintendent Sanborn and Trainmaster Battisfore reached the scene of the train robbery they found that not only had the operator of Tower W been bound and gagged, but the conductor, engineer and fireman of the train had been tied securely to the express car, the robbers thus prevent-ing immediate pursuit.

The trainmen were only able to give their officials the direction the robbers had taken in making their escape. Shortly after the officials arrived another special train bearing General Manager Antisdel of the American Express Company, W. A. Pinkerton and a number of detectives, arrived, and organized pursuit was at once began organized pursuit was at once begun good description of the robbers was fur-nished by Operator Whisler of Tower W. Blood was streaming from Whisler's face, where he had been struck with a revolver by one of the robbers. He was almost dead from suffering when released, the towel used as a gag having been stuffed down his throat. Three suspects were ar-rested at daybreak and taken to the South Elmhurst police station. The men were caught in a freight car, but the police were not at all confident that they had the right

People of Alaska Against Any Cessions to Nutmeg State.

Resolutions Adopted at Territorial Convention and by Skagway DASH FOR THE Chamber of Commerce.

SEATTLE, Wash., October 14.-A special to the Post Intelligencer from Juneau Alaska, says:

Alaska's first territorial convention, attended by delegates from every section of the territory, was called to order in the Opera House October 10, and will spend two weeks in preparing for presentation to the next Congress Alaska's needs in the way of legislation. Ex-Governor Swineford was elected permanent chairman and Hal Hoffman of Juneau secretary.

Resolutions presented by Judge A. K. Delaney of Juneau were adopted expressing gine and blew open the express car and the uncompromising opposition of the conthe safe. When the robbers had rifled the vention to the surrender to Great Britain in any manner of any territory acquired by the United States from Russia and calling upon President McKinley and the authori-ties at Washington to firmly and steadfast-ly resist all attempts, however insidious, of any foreign power for the dismemberment of Alaska. A copy of the resolutions was forwarded to President McKinley. The largest delegations are from Douglas, Skag-

SKAGWAY, Alaska, October 10, via Seat-tle, October 14.—At the suggestion of Con-gressman Cushman, the Skagway chamber of commerce held a public meeting last night at which a resolution was adopted protesting to the leasing to Great Britain of a port on Lynn canal. The prographic of stops were scheduled before DeKalb, at which the train was due shortly before I o'clock. At Maple Park, fifty miles from Chicago, it was discovered that tower "W" tember had been over 50,000 tons, of which 20,000 tons were American goods, and that the amount of goods shipped through in bond during that period was over \$2,000,000.

INSURGENT SUPPLIES DESTROYED. Complete Success of Gen. Schwan's

Movement. Gen. Otis has informed the War Department of the successful forward movements of Young, Schwan and Cheatham in the Philippines, as follows:

MANILA, October 14, 1899. Adjutant General, Washington: Gen. Schwan's column swung into Imus

from Das Marinas yesterday morning; camped at Bacoor last night. He has scattered the insurgents, who are probably retiring by detachments on Indang. The condition of the roads prevented further pursuit. One hundred and twenty-five men, 37th Volunteers, Maj. Cheatham, drove the insurgents south and westward from the lake town of Muntinlupa yesterday, pursuing them several miles, and retired to Bacoor last night by the Zapote river road; less was three men killed, two wounded, one missing. one missing.

Gen. Schwan's movement was very successful; inflicted heavy loss of men and property on the southern insurgent array. He reports their casualties at 200 killed and 400 wounded. Their stored supplies were destroyed were destroyed. Gen. Young, moving from Arayat north

and westward yesterday, scattered the in-surgents, who refired northwestward. Hiscasualties were three slightly wounded. A considerable store of grain was captured.

GOING TO THE PHILIPPINES. Orders Issued for Ten More Chaplains to Leave.

Orders have been issued by the War Department for ten chaplains to go to the Philippines in addition to the eight already on duty there, in order to assist in looking after the spiritual welfare of the large army about to be mobilized in that far-distant country. There are now comparatively few troops left in this country, and it is deemed wise and proper that at least eighteen out of the thirty-four chaplains in the army should be with the troops on active duty in the field. Of the eight chaplains now on duty in the Philippines, only two are Roman Catholies, the remainder being of Protestant denominations. Among the number selected for work in the Philip pines is R. W. Springer, son of the ex-rep resentative of Hinois, who was appointed an army chapiain by ex-President Cleveland.

The following is a list of the chaplains

ordered to the Phill prines, together with the church denominations they represent and their present stations:

From the Metholist Episcopai Church-O. J. Nave, Fort McPherson, Georgia; S. N. Pilchard, Fort Bayard, New Mex.co; D. H. Shields, Fort Wayne, Michigan; H. C. Gavitt, Fort Sheridan, fil., and R. W. Springer, Fort Thomas, Ky. From the Protestant Episcopal Church-

. S. Seibold, Fort Canby, Wisconsin, and C. S. Walkiey, Fort Monroe, Virginia. From the Presbyter an Church—L. R. Groves, Vancouver barracks, and J. Hillman, Plattsburg barracks. From the Baptist Church-C. C. Bateman, Fort Wright, Washington. There will be plenty of work for these ministers among the troops in the Philippines. In addition to looking after the spiritual welfare of the living, they will dso be expected to perform the usual religious offices for the military dead. According to the present policy of the Wa Department, the remains of all officers and ht at been their lives in the Philippines are to be down brought home and given honorable burial

in this country. In accordance with this policy, a burial corps of professional undertakers will leave San Francisco on the 20th instant, with orders to disinter the remains of all officers and soldiers, either killed in battle or who died in hospitals, or on the field. These remains will be brought home on army transports, and will be sent to such points in the United States as may be indicated by the relatives of the deceased. All unclaimed remains will be interred in the national cemetery near the Presidio of San Francisco.

PRESIDENT INGALLS TO TESTIFY. Will Appear Before the Industrial Commission Monday. The industrial commission did not have

any witnesses before it today . The commission has authorized its subcommission on transportation, consisting of Vice Chairman Thomas W. Phillips, Senator Mallory, Representatives Lorimer and Bell, Charles J. Harris and John L. Kennedy, to visit the west to continue the investigation on the subject of transporta-

tion, and especially on railway freight discriminations. The subcommittee will meet in Chicago November 15, and will hold ses sions in that city, in St. Louis and other The commission has discussed informally the question of making an investigation of labor problems in relation to the colored people of the south, especially of the effect of the land lease system as practiced there, which, it is claimed, creates a serf-dom among the colored population. There is very little doubt that this special examination will be made, and that a number of leaders among the colored people will be invited to testify concerning these matters.

Mr. Ingalls, president of the Chesapeake and Ohio railway, will appear before the commission Monday, and Quesday the ex-amination of trust witnesses will be resumed. Acting as Adjutant General. Col. Ward is acting adjutant general today, in the absence of Gen. Corbin, who has gone to New York on private business.

Several Lives Lost by Burning of

BEACH

Vessel Was on Trip From New York to Bridgeport.

SHE IS A TOTAL WRECK

NEW YORK, October 14.-The Bridgeport Steamboat Company's steamer Nutmeg State, which left Bridgeport at 3 o'clock this morning, caught fire three hours later off Execution light and was totally destroyed. At 11 o'clock it was known that eight persons had perished, as follows: Samuel Jayne, baggage master of the steamer, picked out of the water by the yacht Kismet, died on board; Barney Hendry, oiler on the steamer; unknown woman; Patrick Coffey, first mate; Terrence Brady of New York, cabin boy Charles Anderson, Thomas Murphy, John

Connors, all of the crew. It is feared that some women and children were lost by the swamping of life-

Some of the injured are: Harry J. Wilt of Philadelphia and his mother, Mrs. H. Purcell of New York

Rescue by the Lawrence. The City of Lawrence came in sight soon after the fire was discovered and stood by

to rescue the passengers and crew.

lances were sent for.

The Nutmeg State's lifeboats were aunched as soon as the City of Lawrence got within hailing distance, but several of hem capsized, and it was feared that some passengers were drowned. The steamer City of Lawrence came up to her pier in East river with some of the passengers of the Nutmeg State. Ambu-

Several of Crew Burned to Death. Captain Charles Brooks of the Nutmeg State reported that the steamer was a total loss. He said that three of his crew were burned to death, and he feared that some of the passengers had suffered a like fate. The vessel is in twelve feet of water, a mile east of Sands Point, on the Long Isl-

and sound. and sound.

Samuel Jayne, the baggage master, was lost. He got out of the hold, in which the fire was, and jumped overboard to escape the flames. A passing steam yacht, which had salled as close to the burning boat as saled as close to the burning loat as she dared, steamed up to the man as the yacht owner saw him trying to swim and Jayne was picked up. When he was laid out on the deck he was dead.

Patrick Coffey, the mate of the vessel, was in the lower part of the hold when the fire started. He could not get out, and he was hurned to death

was burned to death. An oiler, whose name the captain could not remember, was also a victim. He was in the hold, could not get out and died from

inhaling flame.

Capt. Brooks reported that the Nutmeg
State left Bridgeport at 3 o'clock this mornd She was two hours late. He sai the first he knew of the fire was whe He said he saw a blaze around the smokestack. The fire was burning rather briskly then, ne got some men to work in trying to put out the fire.

The Run for the Shore.

The steamboat was then five miles east of Execution Light. She was headed directly for Sands Point, and all steam that could be got up was put on her. She made good time, while a state of the most intense excitement reigned aboard the vessel. On coming near Sands Point the captain directed the bow of the boat dead ahead

for the beach, and he ran her ashore about mile east of the point. Capt. Brooks said that the vessel went into twelve and a half feet of water be-fore she grounded and settled. There were between thirty and forty pas-engers on the Nutmeg State, Capt. Brooks said. He said that he was afraid some o them were lost. Everything possible was done for the passengers. The City of Law-rence, a sound steamer, which was coming down to the city, saw the fire and steame over toward the burning vessel. Boats were put out from her, and, by heroic work,

aken aboard the vessel, together with the remaining members of the crew, and rought to the city. Captain Brooks reported that the vessel and freight is a total loss. All the top-works had been burned, Captain Brooks said, when he left, and the hold was then still on fire. When the City of Lawrence reached her

the passengers of the Nutmeg State

slip in East river she had on board the sur-viving passengers of the Nutmeg State and the members of the crew who had beer

Story of a Passenger. O. J. Hurbut of Bridgeport, a passenger,

was asleep when the fire was discovered. He said the fire was first seen by Baggage Master Jayne, who, after arousing all the passengers he could, jumped overboard and died from injuries which he received from striking a portion of the vessel.

"The fire broke out about five minutes after 6, and in a few minutes was in full possession of the boat amidships," said Mr. Huribut, "life boats and rafts were thrown overboard as quickly as possible and the passengers were put on them. Some of the lifeboats were so overloaded that they capsized, but the passengers many of whom had life preservers, clung on to the side ropes until the yacht Kis-met arrived and helped them."

The Nutmeg State was valued at \$150,000, and, including the cargo, it is estimated that

the total damage done by the fire will foot up in the neighborhood of \$200,000. The vessel was built some years ago at Noank. Conn., and her gross tonnage was 1.12-She was a propeller craft and had

Personal Mention.

Hoyt De Shields, son of Mr. Geo. D. De Shields, who has been so seriously fil at the Maryland University Hospital, Baltimore. Where he was operated on for appendicitis, is slowly recovering. His mother is still with him. The Star printed in its issue of Septembe

23, among its selections of verse, a poem written by Mr. Thomas Edward Grafton of this city and published in Harper's Monthly, under the title "Trooper Jackson." By a typographical error his name was spelled "Crafton." Mr. Grafton's appearance as the author of stirring verse in so prominent publication as Harper's has been pleasing o his friends in this city, where he is well

Mr. E. Y. Beggs of the District engineer Mr. E. Y. Beggs of the District engineer department is dangerously ill at his home, 2425 K street. He is suffering from congestion of the brain, due, it is said, to an injury received by him some time ago.

Messrs. Edwin E. Mickler, Walter P. Morseman and Theodore V. Pomar left today for their homes in St. Augustine, Fla. After a delightful stay in Washington as the guests of Thos. Browne and family of 3.8 street southwest. 203 F street southwest.

The Dewey Fund \$51,000. Two large subscriptions to the Dewey

home fund were received by Treasurer Roberts today. They were: A. DeBarry, \$200; W. B. Cutting, \$250, both of New York. This makes the total amount in

The Ranger Has Been Substituted for the Badger.

Sailing of the Nashville for Gibraltar on Her Way to Manila-Other

Naval Movements.

The Navy Department has substituted the Ranger for the Badger as one of the reinforcing fleet for the Philippines. The Badger, upon examination, was found to require repairs so extensive in character as to make it impossible for her to get off for a long time. On the other hand, the for a long time. On the other hand, the Ranger is just out of the navy yard and is in excellent condition. She has not yet been put into commission, so the department has given orders for the transfer to her of the entire personnel of the Badger from Capt. Miller down to the enlisted men The Ranger is said to be particularly well suited to subtropical climates from her con

struction.
The Machias weighed anchor about 6:30 o'clock this morning and sailed from Alex-andria for Boston, there to fit out for Ma-nila. The Marietta, which is also under orders for the same place, is now at Lambert's Point, taking on coal for the cruise. The Nashville sailed today from San Juan, Porto Rico, for Gibraitar, which port she should reach in ten days. She is likewise bound for Manila, and is the first of the reinforcing fleet to get off.

bound for Manila, and is the first of the reinforcing fleet to get off.

The U. S. S. Dolphin has arrived at the Washington navy yard from Alexandria, where she took part in the sesqui-centennial celebration. She is under orders to proceed to the Caribbean sea, for the purpose of making a survey of an imperfectly charted section of the South American coast. It is expected that she will start within a few days. The gunboat Marietta, which had been previously assigned to this which had been previously assigned to this service, transferred all her surveying ap-paratus to the Dolphin at Alexandria, Thursday, and then proceeded to Lambert's Point, Va.

The Essex has sailed from Algiers for Naples.
The Annapolis and the Standish have ar-

rived at Annapolis.

The Wahneta, the Nezinscot and the Wasp have sailed from Port Royal for The Texas has sailed from Fort Monro

for Cape Hatteras to destroy a derelict.

The Amphitrite has arrived at Tempkins The Vixen has arrived at Port Limon

THE LOCAL WATER SUPPLY. Testing Methods of Filtration-Work

on the Aqueduct Tunnel. Col. Miller, the engineer officer in charge of the water supply system of the District of Columbia, reports to the War Department that the water served to the residents of Washington was clear twentyeight days out of thirty days in Septhis morning, saying that the Boers have tember, and that it was only slightly turold on the excepted two days. As an indication of the clarifying influences of the reservoir system it is stated that during the same period the water entering the system at Great Falls was turbid for fourteen days. The consumption and waste of

water during the twenty-four hours ended at 7 o'clock a.m. September 28, was 47, 752,932 gallens. The investigation of sand and mechanical methods of filtering the Potomac water is being prosecuted by Col. Miller.

During the past month about one During the past month about one hun-dred and fifty cubic yards of sand were removed from back of the dam at East creek and the mouth of the five-foot channel at the Delecarlia reservoir. The deposit of sand was caused by the storms of September 19 and 26. On the last amed date the water at the mouth of the shaft reached to within two feet of the flood of August 13, 1888, which was ight feet over the coping in front of the shaft. No damage was done to the drainage works, except this deposit of sand.

Favorable progress is being made in the prosecution of the repair of the Washington aqueduct tunnel. The leakage into the tunnel from Rock creek has been stopped by grouting the backing of the iron lining of the tunnel. In this work one hundred and four barrels of Portland cement and one hundred and twenty-five barrels of natural cement were used. Col. Miller says hat the following work has be olished on the tunnel since March last un der the present project: Trinidad, 5,91 feet; track laid, 20,599 feet; material re moved, 34,028 cubic yards; timber removed from back of old arch, 84% cords; of new brick lining, 1,681 feet invert; 1,680 feet side wall; and 1,450 feet arch; invert placed in old lining, 2,306 feet; old lining repaired, 5.166 feet; concrete in place, 1,569 cubi yards; rubble masonry in place old arch 4,241 cubic yards; new arch 3,250 yards; stone side walls, 53 feet; fron lining ander Rock creek, 82 rings, extending 328

LOWER POTOMAC IMPROVEMENTS. Contract for Dredging Awarded to Rittenhouse Moore.

Proposals for dredging in the Potoma river below Washington were recently opened by Col. Allen, the officer in charge of the improvement of the Potomac river in accordance with a provision made in the river and harbor bill of March 3, 1899. The approved project for the improvement of the lower Potomac contemplates the dredging of a channel 20 feet deep through sev eral bars at various points in the rive below this city. The necessary dredging to accomplish this work is as follows:

Mattawoman Shoals, 570,000 cubic yards Smith Point, upper shoals, 122,000 cubic yards; Smith Point, lower shoals, 78,000 rubic yards; Maryland Point Shoal, 185,000 cubic yards; Kettlebottom Shoal, 5,000 bic yards; making a total of 960,000 cubic yards of material. The bids were as follows:

Rittenhouse Moore, Mobile, Ala., for the entire work, \$69,110. Sanford & Brooks, Baltimore, \$75,321; the Baltimore Dredging Company of Baltimore, \$75,600; the Virginia Dredging Company, Richmond, Va., \$76, 200; Samuel F. Randolph, New York city 876, 20; Morris & Cumings, \$02,825; P. San-ford Ross, Jersey City, \$97,920; American Dredging Company, Philadelphia, \$105,600; Christie, Lowe & Hayworth, Chicago, \$160,

With the approval of Gen. Wilson, chief of engineers, Col. Allen has awarded the contract to Rittenhouse Moore of Mobile, Ala., who was the lowest bidder for the work by many thousand dollars amount available for dredging under the contract at present is \$25,000. The contract, however, is a continuing one the provisions of the act authorizing the work, and it is expected that an additional appropriation will be made during the coming session of Congress.

WILL GO TO ALASKA.

Extensive Trip of Inspector General Breckinridge. Inspector General Breckinridge of the ermy has gone on an extended inspection

tour, which may include the Pacific coast. He is proceeding under an order issued last July, calling for an inspection of the soldiers' homes of the country, visits to the various departmental headquarters and a trip to Alaska. Subsequently another officer was detailed to inspect the soldiers' homes, so Gen. Breckinridge will not be required to perform that service. Neither will he be able to make the visit to Alaska this year. He will probably be absent from this city about a month or six weeks.

Cut Off Water

OCCUPIES BOTHAS PASS

Another Armored Train Re-

RUMORS OF A BRITISH VICTORY

Could Not Be Confirmed, However,

LONDON, October 14 .- According to dispatches from the front the Boers have made several attacks upon Mafeking, all

of which have been repulsed. In connection with the rumored attack upon Mafeking a disquieting report comes from Pretoria to the effect that the Rustenburg and Marico commandoes have crossed the border and entered the Rooigrond territory between Lichtenburg and Mafeking, blowing up the bridge over the Maloppo river, and destroying a train load

of dynamite and the track. May Run Short of Water. As Mafeking depends on Rooigrond for

ts water supply the significance of this nove is evident. The Exchange Telegraph Company has received a dispatch from Cape Town, dated

blown up another armored train, carrying telegraph operators from Mafeking. A dispatch from Pretoria, dated October

"Gen. Koch wires from the Natal border that his commando has occupied Bothas Pass and also captured the railway sta-

The Boers, it is reported, have seized the railway station north of Fourteen Streams, between Vryburg and Kimberley. Fighting s still continuing in the neighborhood. The latest reports from Vryburg say that the armored train that was destroyed at Kraaipan contained, in addition to Nes-

residents of Marigogo, south of Mafeking, who had armed, and who, on hearing of the Boer advance, took refuge in the train.

bitt's force, a number of workmen and six

Firing Was Continuous. According to the dispatches this morning. shooting must have been nearly continuous along the entire borders of the Boer republics while pitched battles have occurred or are occurring at various points n Natal and British Bechuanaland.

unconfirmed. As Mafeking is cut off telegraphically, the stories from that point are generally of Kaffir origin, and must be regarded with suspicion. While there is every probability that Gen.

Cronje's big commando has begun the as-

Most of these reports, however, remain

sault upon Mafeking, reliable details must still be awaited. Further details are at hand regarding the destruction of the armored train at Kraaipan. These show that Capt. Nesbitt, who was in command of the train, was warned at Maribogo that the Boers held the line. He replied that he was bound to proceed. Nearing Kraaipan, the train dashed into a culvert that had been blown up by the Boers, who were lying in wait for the train. The Boer artillery immediately opened fire,

and a desperate fight appears to have en-

sued, lasting four hours, with the odds

greatly against the British. The precise details are uncertain.

Discovered by Police Patrol. It seems, however, that a police patrol, attracted by the firing, approached within about 2,000 yards of Kraaipan, saw the train ditched, with the Boer artillery still pounding at it, but noticed no responses. The Boers seemed afraid to approach until the wreck was complete, and the police patrol feared, as there was no sign of life near the train that the entire force had perished in a desperate attempt to get the train back to Mafeking, where they knew it was anxiously awaited with its

load of guns and ammunition. It is reported that the Boers lost heavily, but there is no means of verifying this. Two miles of rails were torn up. There is no authoritative confirmation of the report that a battle has been fought in Natal between Gen. Sir George Stewart White and Orange Free State troops, although there is no question that the Boers have crossed the frontier at several points. They are said to have eighteen guns; but if, as it reported, the engagement began before the Boers had formed a laager and thrown up earthworks, the British cavalry and artillery are liable to have had the best of the fighting.

Rumored British Victory.

It is even already reported that the British have gained a great victory; that 2,000 Boers were killed, and that the British loss was very slight; but this may be without foundation. Another report has been pubfished to the effect that Lord Rothschild was in receipt of news of a great British victory, but when the Associated Press representative questioned him regarding the alleged dispatch he replied: "I am sorry that I have not received anything of the sort."

The probability seems to be that there has not been any fighting as yet in Natal. The admiralty has been cautioned against allowing shipowners who are to provide transports to engage crews at Rotterdam or Antwerp, as these ports swarm with Boer spies and sympathizers.

The Sun of this city publishes an incredible story to the effect that the Boers

through Printer's Ink .- P. T. Barnum.

The Road to Fortune is

ported Destroyed.

in London.

GEN. BULLER OFF TO AFRICA